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**● PRINTER RUSH ●**  
**(PTO ASSISTANCE)**

<b>Application :</b> <u>10/771952</u>	<b>Examiner :</b> <u>Watson</u>	<b>GAU :</b> <u>3723</u>
<b>From:</b> <u>J. Black</u>	<b>Location:</b> <u>(IDC)</u> FMF FDC	<b>Date:</b> <u>5/31/05</u>

Tracking # epm 10/771952      Week Date: 5/16/05

DOC CODE	DOC DATE	MISCELLANEOUS
<input type="checkbox"/> 1449	_____	<input type="checkbox"/> Continuing Data
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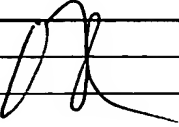
**[RUSH] MESSAGE:** \_\_\_\_\_  
Page 1 of specification is missing letters from  
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Please resolve.


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**[XRUSH] RESPONSE:** \_\_\_\_\_



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**INITIALS:** 

NOTE: This form will be included as part of the official USPTO record, with the Response document coded as XRUSH.  
REV 10/04

11-  
6/5/03  
**Title of Invention**  
**Motorcycle Stand**

**Cross Reference to Related Applications**

This application claims the benefit of the filing date of provisional application 60/445,014 entitled Motorcycle Stand filed 2/05/03.

**Statement Regarding Federally Sponsored Research or Development**

Not Applicable

**Reference to a Sequence Listing, a Table, or a Computer Program Listing**

**Compact Disk Appendix**

Not Applicable

**Background of the Invention**

Work stands are a necessary tool to be used when performing maintenance on a motorcycle such as changing the tires or working on the brakes. Many maintenance tasks require removing the front wheel and therefore a stand to lift the front of a motorcycle must connect to the base of the forks or a position underneath the steering stem to give access to the front axle. There are many varieties of this type of stand on the market today. One limitation of these stands however, is accommodating motorcycles of different heights or raising the same bike to different heights. A stand that will work well on a smaller motorcycle will not work as well with a larger one. To eliminate the need for multiple stands, there is a need for a stand that adequately supports the motorcycle and is height adjustable.

**Brief Summary of the Invention**

The present invention is an improvement to a motorcycle front stand that will enable adjustments to be made in the working height of the stand.

A motorcycle stand is disclosed with a lower rotatable base portion that is adjustably connected to an upper frame that engages the lower end of the steering stem of a motorcycle. The base portion consists of a pair of arms to which are affixed a pair of fulcrum wheels and a handle for operation. The upper frame consists of support structure with adjustable brackets to connect to the